

and with reasonable medical benefits, that U.S. employee has lost his or her job and we are offered a product made by a foreigner who is paid a sub-standard wage and who is provided no medical benefits. As an extra benefit, we residents of earth are subjected to increased pollutants added to the planet.

Before NAFTA was adopted, we were told that a secondary benefit of the agreement would be an easing of the immigration problem along our southern border. Have you noticed how no one makes that argument anymore? That's because there has not been an easing of the immigration problem. The theory was that the people entering the United States through Mexico came to the United States solely to seek employment, and that if they could get that employment in Mexico, they would not need to cross our border. Well, what happened? The theory did not prove true. Why not? I submit that the unemployment problem in Mexico is of such a magnitude that the number of jobs added as a result of NAFTA didn't put a dent in the number of people who want to come to the United States. The result has been we lost all those jobs and we still have an immigration problem.

Mr. Speaker, I do not make these statements to be critical of Mexico. Over the decades, in many ways Mexico has been a better neighbor to the United States than the United States has been to Mexico. The root of our immigration problem stems from the different speeds at which our economies have developed. The time will come in the not to distant future, when the Mexican national economy will be as strong and vibrant as ours, and we will be in balance. At that point, free trade will be mutually beneficial for both nations, as it currently is for the United States and Canada.

Mr. Speaker, I also want to take a few moments to talk about my congressional district, American Samoa, and what is happening to us, and the other U.S. territories, in the name of free trade.

I represent the people of the U.S. Territory of American Samoa. We are removed from all major surface and air transportation routes and our annual per capita income is \$3,000.

In American Samoa, the largest industry is the processing of canned tuna, most of which is sold in the United States. This has been a staple of the American Samoan economy for the past 30 years. In recent years, however, I have witnessed the repeal of the possessions tax credit—IRC Sec. 936—the implementation of NAFTA, the implementation of tariff reductions under GATT, and the weakening of the dolphin safe label. Each of these actions will make American Samoa less competitive than foreign nations, and there has been nothing on the other side of the ledger to assist American Samoa or the other U.S. territories.

Mr. Speaker, we talk about first- and second-class citizens residing in the 50 States. I am increasingly concerned that we will soon have third-class citizens residing in our territories. There are nearly 4 million of us, and it is past the time for this growing problem to be addressed. This is a major concern to me, and if the past is any indication of what we can expect from future trade agreements, H.R. 2621 will hurt, not help the United States as a whole, and American Samoa in particular.

Mr. Speaker, unlike you, I do not have the privilege of voting on this legislation, even though if it is enacted into law it will more than likely have a direct impact on my congress-

sional district. I wish I had this privilege, for I would certainly vote no, and I urge my colleagues to do the same.

## VETERANS' BENEFITS ACT OF 1997

SPEECH OF

**HON. GLENN POSHARD**

OF ILLINOIS

IN THE HOUSE OF REPRESENTATIVES

*Sunday, November 9, 1997*

Mr. POSHARD. Mr. Speaker, I would like to express my strong support for House passage of S. 714, as amended. This bill, much of which was approved by the House earlier in the session, contains several provisions of great importance to America's veterans. Foremost among these is a 4-year extension of the Native American Veteran Housing Loan Pilot Program, created in 1992, which authorizes the Veterans' Administration to make direct home loans to native American veterans living on Indian trust lands. This program eliminated many of the barriers so often encountered by native Americans seeking financing for homeownership, and a 4-year extension will allow the program's success to continue, to the benefit of increasing numbers of native American veterans.

As a veteran, I certainly recognize the indispensable contributions that America's veterans have made in selfless dedication to their country. The Native American Veteran Housing Loan Pilot Program is one significant way in which Congress can express its gratitude for the exceptional service demonstrated by native American veterans, and indeed by all of our Nation's military personnel. With the approach of Veterans' Day, when we remember the millions who have served this country as members of the Armed Forces, I urge my colleagues to vote in favor of this legislation, and I applaud the Veterans Affairs Committee for its recognition of the continuing importance of this program.

## VISA WAIVER PILOT PROGRAM

**HON. NEIL ABERCROMBIE**

OF HAWAII

IN THE HOUSE OF REPRESENTATIVES

*Thursday, November 13, 1997*

Mr. ABERCROMBIE. Mr. Speaker, I rise in support of the conference report on H.R. 2267, the Commerce-Justice-State appropriations bill.

One of the provisions included in the bill is a 6-month extension of the State Department's Visa Waiver Pilot Program [VWPP]. This is the mechanism by which our country allows visitors from approximately 26 nations to enter the United States without visas. Passports are sufficient for entry.

And this is a good program. Obtaining visas is a time-consuming endeavor, from applications, screening, approval, and to issuance. We do not need to require visas of every visitor from abroad, and the Visa Waiver Pilot Program has been a tremendous success for years in expediting foreign visitors, whether for employment, tourism, family, or business purposes.

I have been working closely with Congressmen BARNEY FRANK, JAY KIM, and others with

the leadership of the Immigration and Claims Subcommittee, particularly Chairman LAMAR SMITH and ranking Democrat MEL WATT, to resolve a problem—specifically whether Portugal and the Republic of Korea should be included in the visa waiver program. They have exerted tremendous time and energy and effort to identify and resolve problems in the program and we are committed to working together in the months ahead to adjust the program so that citizens of these countries can travel to the United States with only a passport.

Mr. Speaker, during the hearings and committee consideration of the visa waiver program, concerns were raised by some Members and the State and Justice Departments. I do not believe those concerns are insurmountable, and we are working with those agencies to address security and other concerns. We all feel that the current waiver criteria should be reformed, and I will be working in the months ahead with my colleagues to craft a visa waiver system that expands visitor opportunities.

As you know, tourism is the dominant industry in Hawaii, and it is crucially important that we have a visa waiver system for tourists that allows a maximum number of visitors to enter the United States. Thousands of Hawaiian families and individuals are dependent on tourism and on the number of visitors using hotels, restaurants, transportation facilities, and retail businesses. A strong case has been made that citizens of Korea, one of our strongest allies in the world, should be given the waiver consideration that we have afforded 26 other nations.

The 6 months extension of the existing Visa Waiver Pilot Program is a prudent decision, and reflects a good-faith effort being made to address constructively the issues facing the future of the program. I look forward to working with Chairman SMITH, the members of the House Judiciary Committee, and those seeking an expansion of the program to develop an effective and workable program addressing all concerns.

## EXPRESSING OPPOSITION TO THE REPUBLICAN FAST TRACK PROPOSAL

**HON. ELEANOR HOLMES NORTON**

OF THE DISTRICT OF COLUMBIA

IN THE HOUSE OF REPRESENTATIVES

*Thursday, November 13, 1997*

Ms. NORTON. Mr. Speaker, I have always been a protrade, proenvironment, and prolabor Democrat. I do not appreciate being placed in a position where I must oppose a free trade bill, in this case H.R. 2621, the Republican fast track trade proposal. I must oppose this particular proposal because it does not include the elementary steps that might have made it acceptable. We could achieve the very same results that H.R. 2621 seeks with a more balanced bill that does not sacrifice the interests of workers here and abroad and environmental quality as well.

I believe strongly in free trade. For those who do not, I would simply say that we have no choice today except to compete in world markets if we are to continue to create high-paying, private sector jobs and to sustain economic growth. However, there are good and ample precedents on how to move to broader,

freer trade without leaving substantial numbers of our residents jobless and workers abroad without basic labor rights. Confronted with a similar situation, the European Economic Community, now the European Union [EU], adopted an aggressive, transitional economic program to bring developing countries, such as Portugal and Spain, to the point where these less developed countries would not be sacrificed for free trade. This transitional aid enabled them to be full partners not only to their benefit but to the greater benefit of free trade in the entire EU.

Supporters of fast track like to point out that since 1992, over 11 million new jobs have been created, that of these, 1.5 million have been high-wage, export-related jobs, and that much of this job growth can be attributed to passage of the North American Free Trade Agreement [NAFTA]. By the administration's assessment, NAFTA has created up to 160,000 new jobs. What supporters of fast track conveniently ignore is that, at the same time, we have lost jobs in other sectors of our economy. The Department of Labor has estimated that NAFTA has led directly to the loss of about 150,000 jobs and has found that two-thirds of Americans who lose their jobs because of foreign trade end up with work that pays less than they earned before. Clearly, this is not a case where a rising tide lifts all boats; while some are cruising along, others are sinking. Transitional assistance has mitigated this inevitable adverse effect in the EU. H.R. 2621 simply leaves the hapless victims to fend for themselves against economic forces they cannot possibly control on their own. Precedents such as the EU assistance, however, show that these forces can be controlled consistent with free trade. Where is the comparable assistance in H.R. 2621?

How wasteful and unnecessary to divide Americans further into economic winners and losers. That is exactly what the Republican fast track proposal will do. In order to ensure that free trade also results in fair trade, fast track must authorize the President to negotiate strong and enforceable labor and environmental standards within the main body of any future trade agreement. Otherwise, businesses have shown that they cannot resist the temptation to move their manufacturing facilities to take advantage of low wages and lax enforcement of environmental standards and labor rights in developing countries. This fast track bill is fundamentally flawed because it allows American manufacturers to exploit foreign workers, to the ultimate detriment of workers here at home. The failure of this fast track proposal to establish protection of worker rights as a central tenet of U.S. trade policy is one of the important reasons why I oppose H.R. 2621.

I am particularly alarmed at how the current fast track proposal would allow U.S. manufacturers to enter into a race to the bottom on the environment. This fast track bill fails to ensure that trading partners compete fairly by requiring all parties to vigorously enforce environmental laws. Indeed, I am puzzled at the administration's failure to insist that environmental issues be addressed squarely in international trade agreements—that position only sends a signal to the world that the United States is not really serious about preserving the environment and will undermine our negotiating position at the upcoming Kyoto summit on global warming. We have fought too hard

and come too far to see our fragile environmental progress unravel in trade agreements.

Until fast track explicitly addresses worker rights here and in the countries covered by trade agreements and equally so the substantial environmental issues that beg to be addressed, I cannot support it. I ask the administration and supporters here in Congress to go back to the drawing board. We can do much better.

#### COMMENDING RUDY GUNNERMAN OF RENO, NV

#### HON. JIM GIBBONS

OF NEVADA

IN THE HOUSE OF REPRESENTATIVES

Thursday, November 13, 1997

Mr. GIBBONS. Mr. Speaker, I rise today to commend Mr. Rudy Gunnerman for not only living the American dream and creating a future for himself and his family but also for working to create a better future for all Americans. Mr. Gunnerman's entrepreneurial spirit and ingenuity have resulted in a scientific discovery to fight air pollution. This invention will not only assist communities across our country meet clean air standards, but also help them do so in a cost competitive manner. I am proud that he has chosen Reno, my hometown, to be his home and the corporate base of operation for the refinement and potential production of his invention—A-55 Clean Fuels.

Rudy Gunnerman embodies the American dream. In 1949, he emigrated from Germany to the United States. Rudy was raised an orphan during World War II and arrived in America at the age of 21 with \$20 and a single suitcase. His first months in America were spent painting houses. From this, he started a string of successful companies honing his entrepreneurial skills.

Rudy's inventive mind was always at work, looking for ways to better our quality of life through science. His initial patent was in heat barrier materials. Rudy utilized his experience in the manufacture of pool toys and began working with lightweight and inexpensive cement-like materials that under extreme conditions would reflect heat through oxidations. The Federal Government applied Rudy's technology for use in rocket engines liners and laser countermeasures. Rudy subsequently founded a company that began making fireproof doors out of the material.

Rudy's big break came in the 1970's while living in Oregon when he noticed how the wood smoke choked beautiful valleys during the winter. In 1976, Rudy opened a small research and development company in Eugene, OR, to produce pelletized industrial boiler fuel from wood paste. The pellets burned hotter and cleaner than raw wood waste, and proved to be economical as well. Ultimately, Rudy's company sold licenses to some of world's largest corporations to produce pellets in several countries. Schools, hospitals, factories, and homes across the Pacific Northwest also switched to pellets.

This was just the prelude. Rudy's most challenging and far-reaching invention brought him to Reno, NV. A-55 Clean Fuels is a water-based petroleum emulsion that 1 day may provide a cleaner, safer, and cheaper primary fuel with a full range of applications—from elec-

tricity production to mass transportation. The product is making a difference nationwide and internationally A-55 reduced harmful NO<sub>x</sub> emissions from 50 to 80 percent.

For vehicle use, only a minor change in the injection system and an empty fuel tank would be necessary for conversion to A-55 use. A-55 achieves nearly the same miles per gallon with no loss of engine performance. A-55 is safer than conventional petroleum fuels. It will not ignite outside the combustion chamber, and in fact, will often put out an open flame. Many alternative fuels in the past have also been prohibitively expensive compared to traditional fuels. This is not the case for A-55, which is cost competitive with diesel.

With Clean Air Act standards imminent by 2004, A-55 could be the silver bullet to help communities cope with requirements and reduce air pollution without feared economic side effects. A-55 Clean Fuels looks like milk and could very well be the next natural for protecting our environment and promoting economic growth.

Rudy Gunnerman should be applauded for his inventions and the opportunities they may 1 day provide for all of us to assist in the cleanup of air pollution across the country. Rudy Gunnerman's life is a shining example of the opportunities that America can offer and the contributions that one can give back to society through those very opportunities. With all this in mind, Mr. Speaker, I again commend Reno's own Rudy Gunnerman—entrepreneur, inventor, American.

#### FAST TRACK

#### HON. JAY W. JOHNSON

OF WISCONSIN

IN THE HOUSE OF REPRESENTATIVES

Thursday, November 13, 1997

Mr. JOHNSON of Wisconsin. Mr. Speaker, I rise today to lend my voice to those in opposition to fast track trade authority for the President. This fast track legislation provides a procedure for approval or denial of trade treaties, without giving Congress an opportunity to amend the treaties.

I believe strongly in free and open trade, and I have voted for other free trade legislation in this Congress. Trade is often the engine that drives our economy, opening up new markets for our goods and services.

However, too often in our recent trade agreements, like NAFTA and GATT, we have opened the doors of trade for other countries to sell their goods in this country, but slammed shut those doors when our workers and farmers looked to export their products abroad. Currently, dairy farmers in northeast Wisconsin face excessive trade barriers—tariffs as high as 300 percent in some cases—when they trade with Canada. Yet, Canadian dairy products flow freely across the same border. How can Americans compete when the playing field is so tilted to our competitor?

Last month, the Dairy Trade Coalition—comprised largely of Midwestern milk producers—said that the U.S. dairy industry was a big loser under the GATT Uruguay trade talks, and informed U.S. Secretary of Agriculture Dan Glickman that they could not support the fast track legislation without better assurances for agriculture. These assurances have been made and our farmers across America continue to struggle.